



Chartered July 4, 1965

# MILE HIGH FLIGHT 18

## Order of Daedalians

### Newsletter

Aug 2011

# US Navy, Marine Corps & Coast Guard toast naval aviation's first 100 years



In 1910 Glenn Curtis, who fended off legal attempts by the Wright Brothers to force him to use their airplane patents and then beat them to the punch in marketing the world's first commercially produced aircraft, begins instructing would-be military pilots at North Island, San Diego, CA. On *28 Jan 1911*, his first student from the Navy, newly arrived LT Theodore "Spuds" Ellyson, takes off in a Curtiss "grass cutter" plane. With the throttle blocked to permit taxi practice only, this plane is not supposed to fly, and Ellyson is not proficient enough to fly. He slews left, lands wing first and



cracks up the plane (not quite as dramatic as John Wayne crashing into the admiral's pool in "Wing of Eagles," but close).

Uninjured, Ellyson is credited with making his first flight on this date and is designated naval aviator #1.

On March 17, 1911, LT John Rodgers, who would become naval aviator #2, reports to the Wright Company at Dayton, OH, for instruction in flying.

LTjg John. H. Towers reports for flight instruction at the Curtiss School, Hammondsport, NY, on June 27, 1911, and would become naval aviator #3.

But months before any of these gentlemen even begin flight training, on November 14, 1910 a civilian pilot named Eugene Ely makes the first flight from a ship when he takes off in a 50-hp Curtiss pusher plane from a wooden platform over the bow of light cruiser USS *Birmingham* while at anchor in Hampton Roads, VA. Ely's wheels touch the water before the aircraft begins climbing. His goggles coated with salt spray, Ely lands on the beach at Willoughby Spit rather than circling the harbor

## 2011 Flight Sked

Flight 18 normally meets on the third Friday of each month. Exceptions are announced in the newsletter and through the caller phone tree. Your caller should contact you via phone/e-mail 7-10 days prior to each meeting. If not, please advise Flight Adjutant Mitch Neff.

Date	Location	Speaker/activity
21 Jan	Aurora Hills*	Phil Ecklund
18 Feb	Aurora Hills*	Ger Spaulding
18 Mar	Aurora Hills*	Dick Toliver, T/Airman
15 Apr	Aurora Hills*	Ed Bennet-Med of Hon
20 May	Platte Valley	Lafayette Foundation
17 Jun	Aurora Hills*	Dick Truly-Shuttle Ldg
15 Jul	Aurora Hills*	"Banzai" Bunts – F-22
19 Aug	Wings Museum	Jim Doyle-WWII pilot
16 Sep	Aurora Hills*	Col Chris Plamp-RPAs
21-25 Sep	Dal-Ft Worth	F/C Mtg/Convention
21 Oct	Aurora Hills*	Jack Braly, A/C industry
18 Nov	Aurora Hills*	Business Meeting
15 Dec	Aurora Hills*	Christmas Party

\* Aurora Hills Golf Course Tin Cup Bar & Grill

Go to **NAVALAVIATION** on page 5

## Fellow Daedalians,



Our Goals for 2011:

- 1) Publish a new Flight Roster with all pertinent information. Completed! Tks, Boggie.
- 2) Collect Biographies on all Flight members. See Column 3\*. Open!
- 3) Present ANG Distinguished Pilot Award. Pilot nominated, awaiting presentation. Open!
- 4) Schedule interesting speakers.  
See Flight Schedule, page 1.
- 5) Compete for 2010 Jimmy Doolittle Best Flight Award. Open until winner announced at National Convention!
- 5) Encourage members to become Life Members of both National and Flight 18. Open! (See Dues Schedule below.)
- 6) Award Scholarships to deserving students in aerospace studies.

One scholarship presented in Mar 2011 by Scholarship Chairman Bill Greener.

7) OF CRITICAL IMPORTANCE – RECRUIT QUALIFIED NEW FLIGHT MEMBERS. Open! (In 2010 we recruited seven new members, but only one so far in 2011.)

Reference our guest speaker schedule, MGen John France was scheduled for 19 Aug. However, John and Carole have been called to Missouri to care for John's sister who is seriously ill. Please keep them in your thoughts and prayers. Thanks to Mr. Jim Doyle who will fill in as guest speaker in Aug at the Wings Museum and to fellow Daedalian Jim Young for coordinating his appearance.

We also look forward to Daedalian Greg Anderson, President and CEO of the Museum, who will give us an update on the museum.

Although I missed the June and July meetings due to conflicting family matters, I am thankful for Brian "TA" Patterson and Mitch "BC" Neff for acting in my behalf.

We appreciate the efforts of Andy Parks and the Lafayette Foundation for our 20 May meeting. They went out of their way to make us welcome. During the meeting Col. Bill Bower's Daedalian Blazer was presented to the Foundation. Col Bower's son Jim brought the blazer to my home for presentation to the Foundation in accordance with the family's wishes. It will be added to the display case with other memorabilia honoring Col. Bower as a Doolittle Raider and a member of Flight 18. Please refer to our Feb 2011 newsletter for further information on Col. Bower and to page 3 of this newsletter for more on the donation of his blazer.

The following is gleaned from the Quarterly Activity Report for 1 Apr–30 June 2011 provided by Flight Adjutant LCol Mitch "BC" Neff:

### Membership Activity

- Members at end of previous quarter = 125 (124 named members plus 1 hereditary member);
- Named members recruited this quarter = 1;
- Current membership = 126.

If you are an annual dues paying member of the Order and the Flight, I urge you to consider becoming a Life member of both. Below is the 2011 dues schedule for National and Flt 18.

### NATIONAL/FLIGHT LIFE\* DUES

AGE GROUP	NATIONAL DUES	FLIGHT DUES
30 and Under	760	305
31-35	730	295
36-40	680	280
41-45	620	260
46-50	560	240
51-55	490	250
56-60	430	185
61-65	360	165
66-70	300	135
71-75	250	110
76-80	200	90
81-85	200	76
86 and Over	200	60

\* You must be a National Life Member to become a Flight Life Member.

Keep in mind that the above Flight 18 FLM dues are based on annual dues of \$12. Annual flight dues will increase to \$15 per year on 1 Jan 2012, which will cause an increase in this schedule.

*Volabamus*  
(We flew)

*Volamus*  
(We fly)

### Don

Donald O. Neary, COL, ANG (Ret)  
Flight Captain

### Member biographies\*

**PLEASE CHECK YOUR ADDRESS LABEL ON PAGE 8 OF THIS NEWSLETTER. IF IT IS OUTLINED IN GREEN, WE DO NOT HAVE A COMPLETED BIO ON FILE FOR YOU; PLEASE PROVIDE THE INFORMATION LISTED BELOW—TYPED OR PRINTED NEATLY—TO FLIGHT ADJUTANT MITCH NEFF ASAP.**

NAME:

DAEDALIAN #, YEAR:

RANK/SERVICE (ACTIVE/RET/SEP):

DATE & PLACE OF BIRTH:

ADDRESS:

HOME PHONE:

E-MAIL ADDRESS:

FAMILY INFORMATION, NOK:

EDUCATION & SERVICE SCHLS:

DATE & SOURCE OF COMMISSION:

PILOT CLASS/DATE OF PILOT RATING/WINGS:

FLIGHT TIME (MILITARY & CIVILIAN-SPECIFY):

AIRCRAFT FLOWN & PILOT HRS IN EACH:

MILITARY ASSIGNMENTS, CAREER HIGHLIGHTS:

SIGNIFICANT AWARDS:

MILITARY RETIREMENT OR SEPARATION DATE (SPECIFY):

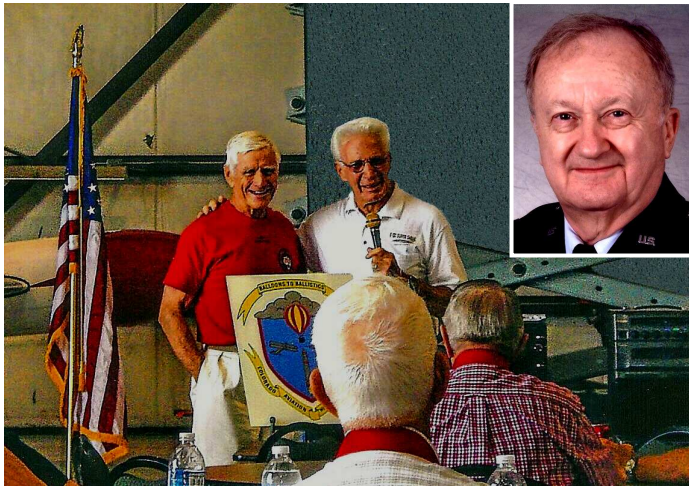
CIVILIAN JOBS/HIGHLIGHTS:

LIFETIME HIGHLIGHTS:

HOBBIES:

OTHER COMMENTS:

## CAHS Hall of Fame to induct FA Mike Bertz, FC Don Neary



Jack Wilhite plays a game of pocket pool as Don Neary does the play-by-play and Mike Bertz smiles insightfully.

--- OK, never mind, here's the real caption ---

Rocky Mountain Airport, Sat 16 Jul: Seven 2011 nominees for induction into the Colorado Aviation Historical Society Hall of Fame are introduced, voted on as a slate and unanimously approved. Don Neary was introduced by Jack Wilhite, standing in for Neary's sponsor, Jerry Bowling. Induction will take place Oct 16 at the Wings Over the Rockies Museum.

The Colorado Aviation Hall of Fame was created in 1969 to honor individuals who have made significant contributions in the field of aviation in Colorado. Beginning in 1979 Special Recognition Award status has been accorded some years to individuals who have made contributions in the field of aviation in Colorado but have not met the higher criteria for induction into the Hall of Fame. Beginning in 1992 Hall of Fame Organization Award status has been accorded Colorado organ-

izations that have made significant contributions in the field of aviation in Colorado. Currently closed for rehab, the Hall of Fame is located at the Wings Over The Rockies Air and Space Museum in Denver.

**Selection criteria:** The criteria for selection are that an individual Colorado person, native-born or long-time resident, or a Colorado organization, has made significant contributions in the field of aviation in Colorado or has accomplishments in aviation that reflect great credit upon Colorado.

The seven individuals nominated and approved for induction this year are: Flight 18 Associate Mike Bertz, P.K. Bonde, Penny Hamilton, Norman Meyer, Bill Mitchell, Flight 18 Flight Captain Don Neary and John Penny. Bertz was nominated by Gordon Page, Director of the Spirit of Flight Center in Erie and former CAHS President, while Neary was nominated by retired Air Force BG Jerry Bowling, former Assistant Adjutant General for Air, COANG.

## Bill Bower interred at Arlington; Daedalian blazer to Platte Valley



Bill Bower, who took his final flight on 11 Jan, 2011, was finally laid to rest at Arlington National Cemetery on 16 May. Four days later, on 20 May, Flight 18 met at Platte Valley as guests of Lafayette Foundation CEO and Flight Associate Andy Parks.

Bill's Daedalian blazer was donated to the Foundation at this meeting in accordance with the Bower family's wishes. In the above photo, the blazer is on temporary display in the Vintage Aerospace Flying Museum hangar for the presentation. It was to be added as soon as feasible to the dedicated Col William Bower display case inside the museum.

### 2011 FLIGHT DUES (A \$15 2012 Dues coupon will appear in the Nov newsletter)

Please mail this coupon along with a check for your 2011 plus any delinquent Flight dues you owe. Add any amount you desire to donate to the Scholarship Fund. *Only Daedalian Life Members (LMs) are eligible to purchase Flight 18 Life Memberships and stop paying annual dues. If you qualify and choose this option, please select the appropriate dues amount from the schedule on p.2, enter that amount in the FLM space below and include it in your check.*

Name: \_\_\_\_\_ Daedalian # \_\_\_\_\_ Home Phone: (\_\_\_\_) \_\_\_\_\_

Address: \_\_\_\_\_ e-mail: \_\_\_\_\_

Amount enclosed for: [2011 Flight Dues \$12.00 or FLM DUES \$ \_\_\_\_\_] + Flight Dues for prior years @ \$12.00/yr \$ \_\_\_\_\_ + Scholarship Fund \$ \_\_\_\_\_ = Total Enclosed \$ \_\_\_\_\_

\*\* Make check payable to: **DAEDALIAN FLIGHT 18**

\*\* Mail to: **Mile High Flight 18, P.O. Box 472976, Aurora, CO 80047-2976**

## Up next: luncheon at Wings on 19 Aug

When we convene at the Wings Over the Rockies Air & Space Museum in August, our emergency guest speaker will be Jim Doyle, a Navy enlisted pilot from the WWII era who kindly agreed to step in for MG France when John had to cancel due to an out-of-town family emergency.

The Navy's enlisted pilot program dates back to 1916 when the first class of enlisted sailors and Marines, called Naval Aviation Pilots, began training at Pensacola. Since then, the program has experienced numerous starts and stops, surges and reductions, mostly according to war time requirements.

While many of the enlisted pilots went on to earn commissions as officers, the last serving enlisted pilot, a master chief petty officer, retired in 1981.

In addition to Jim's talk, we'll also receive an update from Wings CEO and Flight 18 member Greg Anderson on the latest developments, such as the Runway of Honor, since we last visited this fabulous facility in August of last year.



Lunch will be catered by our own Cindy Jones of the Aurora Hills Tin Cup Bar & Grill. Last year's menu of BBQ chicken & brisket was so popular we'll do it again. All you need to do is show up at the museum at 11:00 AM on the 19<sup>th</sup> with \$20 in your pocket (or teeth), and you can be confident of eating well.

## Fighting bad guys with Remotely Piloted Aircraft

Subject for our 16 September luncheon at Aurora Hills



Integrating piloted aircraft and unmanned, remotely piloted aircraft over the battlefield and over time has become an indispensable element of modern warfare. Traditional piloted aircraft and RPAs each have their own advantages, disadvantages and, if managed properly, complementary rolls to play in

defeating an enemy.

Away from the battlefield, traditional pilots and RPA operators also have complementary rolls to play in staffing and leading their parent services and joint commands. The tricky part is that there exists potential for a significant imbalance in their respective numbers with traditional pilots increasingly in the minority.

Christopher E. Plamp, Col, USAF, is one of the world's foremost authorities on these and related matters and will en-

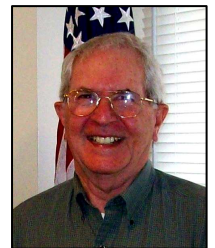
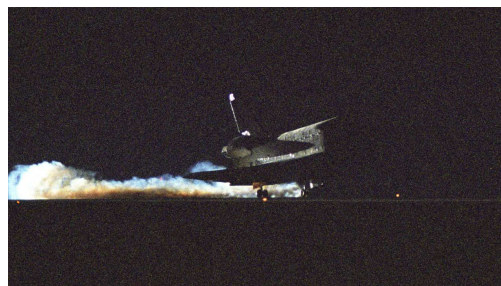
lighten us about them at our 16 September luncheon at Aurora Hills. Consider this one a "must see" briefing.

A command pilot with more than 2,500 hours primarily in the A/OA-10 and MQ-1B, Chris is Commander of the 306th Flying Training Group, USAFA. The Group provides soaring, parachuting and powered flight as character building operations for Academy and ROTC cadets and provides screening for all Air Force officers scheduled to enter Pilot, Combat Systems Operator, or Remotely Piloted Aircraft training. Chris previously served as Commander of the 15<sup>th</sup> Reconnaissance Squadron employing MQ-1B Predators in Operations Enduring and Iraqi Freedom.

He is a member of Falcon Flight 11 in Colorado Springs, where he wears two new hats—as Vice Flight Captain and Newsletter Editor.

### If you missed a meeting lately.....

In June, Flight member Dick Truly, VADM, USN (Ret) and former head of NASA, graciously agreed, on virtually no notice, to step up to the podium when our scheduled speaker was forced to cancel. What good fortune for us, as Dick gave a captivating account of his experience making the first night landing of the Space Shuttle (STS-8, Challenger), which took place at Edwards AFB on 5 Sept, 1983. Look for Dale Boggie's write up about this approach and landing when it appears in the *Daedalus Flyer* magazine, and read how the Shuttle's standard 19-degree glide slope caused Dick and his copilot to lose sight of the runway prior to beginning their flare at 1750 feet—SOP, but especially discomforting at night.



Also look in a future *Flyer* for Dale's account of the fascinating briefing we received in July from LtCol selectee and prospective Flight member Dan "Banzai" Bunts of the COANG's 120<sup>th</sup> FS on his recent stint flying the F-22 Raptor. Don't miss it if you can. Don't.



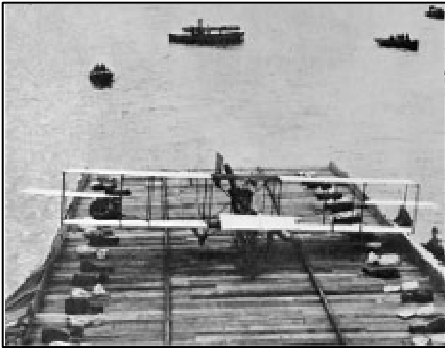
*Just to be clear, that's "Banzai" on the left, a pair of Raptors on the right.*



## NAVAL AVIATION *from page 1*

and landing at the Norfolk Navy Yard as planned.

Following this flight, Ely is made a lieutenant in the California National Guard so he can qualify for a \$500 prize offered to the first reservist to make such a flight.



On *January 18, 1911*, Ely flies from San Bruno, CA, and lands his Curtiss pusher on a wooden platform built on the afterdeck of an armored cruiser, USS *Pennsylvania*, anchored in San Francisco Bay. This is the first successful shipboard landing of an aircraft. This flight is also the first ever to use a tailhook system (first trap), the hooks snagging a series of ropes strung across the deck and anchored by sand-filled sea bags.

(Even though "Spuds" Ellyson has just begun flight training at North Island, he has plenty of shipboard service under his belt and is asked to consult with Ely about placement of the sand bags and other aspects of the intended trap.)

Killed in a flying exhibition in October that year, Ely is posthumously awarded the DFC 22 years later.

## Early milestones



*Mar 31, 1911*-U.S. Govt appropriates first funds for aircraft, purchasing three planes from Curtiss and two from the Wright Brothers. The Navy orders its

first aircraft, the Curtiss A-1 Model E Triad (above), on 8 May, 1911, thereafter known as the birthday of naval aviation. Curtiss calls this plane Triad because it can operate on land, on water and in the air. Its wheels are retractable for water takoffs/landings.

*Jul 3, 1911*-Spuds Ellyson conducts first night flight by a naval aviator, landing successfully on the water at Hammondsport, NY without the aid of lights.

*May 22, 1912*-1stLt Alfred Cunningham is the first Marine Corps officer assigned to flight training. He becomes naval aviator #5; this date is known as the birthday of Marine Corp aviation.

*Nov 12, 1912*-First successful catapult launch of an aircraft. First successful catapult launch from a water craft is from a barge at NAS Pensacola on 16 Apr, 1915, leading ultimately to the installation of catapults aboard ship.

*Jun 20, 1913*-First fatality of a naval aviator occurs when Ens William Billingsly, piloting a B-2 at 1,600 ft over the water near Annapolis, is thrown from the plane. Passenger LT John Towers is also unseated, but clings to the plane and rides it into the water, receiving serious injuries.



*1914*-Flying bi-wing stealth recon/bomber, a Burgess-Dunne AH-7.

*May 6, 1914*-First Navy aircraft is hit by hostile gunfire, Veracruz, Mex.

*Mar 22, 1915*-Title "naval aviator" replaces the former "Navy Air Pilot" designation for naval officers qualified as aviators.

*Jun 1, 1915*-Navy orders first lighter-than-air, non-rigid airship (blimp), later designated DN-1.

*Nov 5, 1915*-Armored cruiser USS *North Carolina* becomes the first ship

to launch an aircraft, an AB-3 flying boat, by catapult while underway.

*Jan 6, 1916*-First class of enlisted sailors and Marines begins flight training at NAS Pensacola as NAPs. Enlisted pilots are often initially mis-assigned routine enlisted duties such as mess cooking or digging latrines.

*Apr 1, 1916*-2<sup>nd</sup> LT Charles E. Sugden and 3<sup>rd</sup> LT Elmer F. Stone are the first Coast Guard officers ordered to flight training at Pensacola—the official birth of Coast Guard aviation. Stone becomes Coast Guard aviator #1.

*Jul 18, 1916*-For the first time, naval aviators are issued helmets, goggles and flight jackets.

*Sep 16, 1916*-First Navy test of an autopilot (developed by Sperry), needed



to free up the pilot for launching guided missiles.

*Mar 20, 1922*-Era of aircraft carriers be-

gins with commissioning of USS *Langley* (CV-1), converted from an auxiliary coal supply ship by the addition of a wooden flat top.



*Jun 4, 1934*-Commissioning of USS *Ranger* (CV-4), the first US Navy ship built from the keel up as an aircraft carrier. Decommissioned in 1946.



Go to **CENTENNIAL** on page 6

## CENTENNIAL from page 5

Dec 7, 1941-Pearl Harbor, and, for the United States, the beginning of World War Two.



Apr 18, 1942-Doolittle Raid, a convenient and appropriate place to end this chronology, for a couple of reasons: (1) The major events during and subsequent to WWII are relatively familiar to most of us; and (2) The Doolittle Raid represents a unique, historic convergence of naval and Air Force aviation history, one personified by two of its participants who later became members of Daedalian Mile High Flight 18—Raider pilot Bill Bower and former Flight Captain Jim Forbes, USN.

When the Japanese attacked Pearl Harbor, 25-year-old Bill Bower was a fairly seasoned B-25 pilot stationed at March Field, CA. Jim Forbes, 22 and only five months out of flight training, was still learning how to fly the bi-wing SBC-4 Helldiver with Scouting Squadron 8 (VS-8) aboard the brand new carrier *Hornet* on her shakedown cruise off the Virginia coast.

Five weeks before Bower and the other prospective Raiders began training at Eglin for the as yet undisclosed mission, two B-25s were deck launched from USS *Hornet* near Norfolk. The new carrier was then ordered to the west coast via the Panama Canal. During a seven-day stop in San Diego, VS-8 and one other squadron traded in their Helldivers for single-wing Douglas SBDs. With no time to spare, *Hornet* headed north for NAS Alameda to take aboard Jimmy Doolittle's B-25s. To make room for them *Hornet's* aircraft were moved during this short transit to the hangar deck below and stowed there.

Jim Forbes and his fellow VS pilots were growing increasingly itchy to fly their sleek new dive bombers, but would be unable to do so until the Raiders cleared the decks by launching on their mission to Japan. Only after their hurried departure were *Hornet's* own aircraft brought up to the flight deck and normal flight operations begun—and that was deep in enemy waters with a bunch of inexperienced pilots after a no-fly “stand down” of nearly 30 days. Even though the *Hornet* was accompanied by USS *Enterprise* with “Bull” Halsey aboard, for both the Raiders and the *Hornet*, it was one helluva way to go to war.

The good news is we won that war. The not so good news is we haven't enjoyed a clear victory in any war since, and today politicians argue over the very definition of victory. This despite the proud and heroic heritage of military aviation!!!

## Day Job Memos

**Leadership:** There they go, and I must hurry after them to find out wherefore they goest, for I am their leader!

**Career advice:** Never become indispensable; if you are indispensable, you can't be promoted.

**Corollary:** If you got promoted, obviously you were not indispensable.

## Myth about Congressional retirements

**True or false?** Our senators and congressmen do not pay into Social Security and do not draw from it. Instead, when they retire, they continue to draw their same pay until they die.

**False!** Before 1984, congressmen did not pay into Social Security because they participated in the Civil Service Retirement System. Now, members pay 6.2 % of their salary into Social Security and 1.3% into the Federal Employees Retirement System. The size of their pension is determined by their length of service, age, salary and selected retirement option, but may not exceed 80 % of their salary at time of retirement.

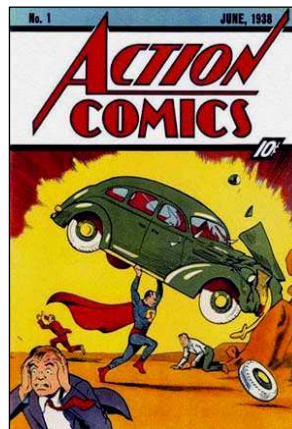


## \*\*\* Sea Biscuits and Scufflebutt \*\*\*



ABOVE: Many veteran Navy pilots believe the Navy has become too deferential to political correctness. This patch, produced by a group of active carrier pilots, reflects their concerns. Others claim the web site established for the ongoing Centennial glorifies recent, relatively inconsequential achievements of female Navy pilots while overlooking truly indispensable contributions made by male legends of naval aviation.

BELOW: "Does this make my butt look big?"



In the first Superman comic book, published in June 1938, the Man of Steel was fast and powerful, alright, but he could not fly. Instead, he ran around on telephone wires, from pole to pole to pole to ambush the bad guys. And those Superman lyrics we all came to know in the 1950s were different back in the 1940s, to wit: "Faster than a streak of lightning, more powerful than the pounding surf, mightier than a roaring hurricane...." So, was he able to leap tall buildings in a single bound then? Who knows? Not mentioned.

### Mile High Flight 18 – 2011

- Flight Captain**..... Don Neary, COL, ANG (Ret)
  - Vice Flt Capt** ..... Brian Patterson, LTC, COANG
  - Adjutant**..... Mitch Neff, LTC, COANG
  - Treasurer** ..... Tom Shaw, MAJ, USAF (Ret)
  - Provost Marshall**..... Dale Boggie, COL, USAF (Ret)
  - Asst Treasurer*..... Hugh Greenwood, CPT, USAFR (Sep)
  - Scholarships*..... Bill Greener, LTC, USAF (Ret)
  - Newsletter*..... Ger Spaulding, CAPT, USN (Ret)
- (Positions in **bold** elected, those in *italics* appointed)

♣ Flight 18 normally meets the third Friday of each month at the Aurora Hills Tin Cup Bar & Grill, located just north of Alameda and just east of Peoria. Social hour at 11:00, lunch at 12:00. *Exceptions via newsletter and caller notification.*

♣ The newsletter is published quarterly. Contact the ed. at (719) 638-5786 or via e-mail at gerkar@comcast.net.

Web site:

<http://www.ghspaulding.com/orderofdaedalianshome.htm>



*(Left) BF-05, the fifth Lockheed Martin F-35B Lightning II Short Take Off/Vertical Landing (STOVL) flight test aircraft delivered to the Marine Corps, arrives at Naval Air Station (NAS) Patuxent River, Md., on Saturday, July 16. BF-5 is the seventh F-35 delivered in 2011 and the third aircraft delivered to NAS Patuxent River this year.*

*(Right) On Thursday, July 14, a crew chief from the 33<sup>rd</sup> Fighter Wing at Eglin AFB, FL, guides AF-09, a Lockheed Martin F-35A Lightning II CTOL variant, to its parking spot. AF-09 is the first production F-35 to be delivered to the wing and will be used for training F-35 pilots and maintainers who begin coursework at the base's new F-35 Integrated Training Center this fall.*

*The first Navy CV variant, the F-35C, arrived previously at NAS Pax River on 6 Nov, 2010.*

*Noting on 6 Jan 2011 that the Air Force CTOL and Navy CV variants of the JSF were progressing satisfactorily, then SecDef Robert Gates announced that he was placing the problem-plagued Marine STOVL variant on the equivalent of a two-year probation. "If we cannot fix this variant during this time frame and get it back on track in terms of performance, cost and schedule, then I believe it should be cancelled," he said.*



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